

Today's
Advertisements.\$10000.
00050.

Consider the distinction between these two sums. \$10,000 and \$50.

Ten thousand dollars is two hundred times larger than fifty dollars.

Yet if you save \$50 each month you can buy an **ENDOWMENT POLICY**.

That policy will pay \$10,000 to your family **TOMORROW**—if you die.

It will pay to you \$10,000, with substantial profits in addition, in 1919, —if you live.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.
HONGKONG BRANCH OFFICE.

Hongkong, 20th September, 1938. [1126]



GOVERNMENT NOTIFICATION.

NOTICE is hereby given that **GUN PRACTICE** will be carried out by the crew of **H.M.S. "Immaculate"** from the shore to the Eastward of Kowloon Docks across Kowloon Bay towards the Central Rock from **THURSDAY** next, the 22nd inst., for **seven days**. All ships, junks and other vessels are cautioned to keep clear of the range.

By Command,
Colonial Secretary's Office,
Hongkong, 20th September, 1938. [1127]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"**HAIMUN**,"
Captain Hodges, will be dispatched for the above Ports, on **THURSDAY**, the 22nd inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers,
Hongkong, 20th September, 1938. [1128]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, SOUTHAMPTON AND SINGAPORE.

The Company's Steamship

"**KANAGAWA MARU**,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before **NOON** TO-DAY.

Goods not cleared by the 27th inst. will be subject to rent.

No fire insurance has been effected.

All ship-damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within the days after the vessel's arrival here, after which no claims will be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 20th September, 1938. [1129]

Intimations:

DAKIN, CRUICKSHANK & COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to **HOTELS, CLUBS, MESSES** and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1937. [130]

TAKE NOTE

It is **UNIVERSALLY ADMITTED** THAT

TO indicate the exact use of words, no

DICTIONARY can compare with the New

WEBSTER'S DICTIONARY.

At the office of the **Hongkong Telegraph** you can see and procure for **SIX DOLLARS**, a Copy of the **Webster's Dictionary**, the latest and most

emphatic proof that **Latin** *emula* *metri*.

Intimation.



A. S. WATSON & CO., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed.

The best materials only are used.

The Prices are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.S.C., F.R.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is

"of most excellent quality for drinking."

During the Summer Months, all **AERATED WATERS** should be kept in a cool place, preferably in an

ICE CHEST or **REFRIGERATOR**, until required for use.

The Bottles should be stored with the necks downward so that the corks are covered by the water.

This will prevent an escape of gas taking place and rendering the waters more or less flat.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841

Hongkong, 20th September, 1938. [1130]

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 20, 1938.

THE POST OFFICE.

Once again the loose manner in which the business of the Hongkong Post Office is conducted has been brought before the notice of the public and the urgent need for wide and sweeping reforms in the department made manifest. It ought not to be possible for the Chinese staff, or at least the more subordinate portion of it, to obtain access to correspondence bearing unobliterated stamps, yet that such is the case is amply proved by the recent proceedings in the Police Court. A glance in at the Post Office window will show that the correspondence as it is dropped into the letter boxes does not, as in Post Offices at home, fall into a locked receptacle, but is allowed to lie there in an open basket totally unprotected and offering a tempting bait to any passing coolie who may be desirous of supplementing his income by stamp stealing. The basket may be more convenient for the removal of the correspondence as it comes in but it is certainly not a safe method of dealing with it, and we consider that the sooner the Post Office is supplied with locked letter boxes the sooner will the authorities be able to prevent stamp stealing.

If there are stamp stealers on the staff of the Post Office it will not surprise us to find that letter stealing has also become rampant, and we should like to know what steps are taken by the authorities for tracing correspondence reported as missing.

In England a very perfect system of espionage has been adopted in the Postal Department, and although it is applied to the whole of the United Kingdom, yet its very simplicity would recommend its adoption in the Colony, we believe, in order to discover dishonesty upon the part of the postmen. In England all complaints as to missing correspondence are forwarded to the General Post Office and are dealt with by a separate department, the method of tracing the thieves being as follows:—So soon as a complaint is received the course of the missing letter is looked up and pins, bearing number indicating the complaint, are stuck into a large map at every point where the letter was handled by some particular office, that is to say an office that had to sort the bag containing the missing letter, and so its whole course is traced from its starting point to its destination by pins stuck into the map at the various sorting offices through which it passed. The subsequent complaints are dealt with as received in the same manner, and as a rule it is found that a certain sorting or distributing office contains several pins, although the complaints may have come from all over the kingdom. When the courses of missing correspondence are found to cross in this manner at one particular point, a detective is despatched to the office indicated and he seldom fails in discovering the delinquent. We fancy that a system for checking the delivery of correspondence in the Colony could be arranged with ease, were a limited amount of

Intelligence brought to bear upon the subject.

But prevention is better than cure, especially where theft is concerned, and we consider that steps should be taken to protect the public from the losses and annoyances occasioned by the purloining of correspondence. We consider that the letter boxes should be placed under the sole charge of some responsible person that they should be invariably kept locked and the keys in his possession. They should be situated in a railed-off division of the office and all correspondence should be counted and checked as taken from the boxes and should be again counted when the stamps had been obliterated. By this means the officer responsible for the letter boxes would be enabled to keep a sharp eye upon all correspondence passing through his hands and there would be practically no opportunity for stamps being removed and the letters destroyed before they were sorted, as is evidently the case at present.

TELEGRAMS.

(HONGKONG TELEGRAPH SPECIAL)

THE REBELLION IN SOUTH CHINA.

Canton, September 20th.

The report that the Chief of the Kwangsi rebels has been captured and beheaded is false. The rebellion is spreading and on account of their failure to suppress the rising Kwei, the Governor of Kwangsi province, and a high Tartar official named Wang have been degraded.

REUTER'S MESSAGES.

THE OCCUPATION OF FASHODA.

LONDON, September 18th.

The Correspondents of the *Morning Post* and *Daily Telegraph* now at Cairo, telegraph that the British is instructed to occupy Fashoda, if necessary, by force, and to leave an Egyptian garrison there.

THE HURRICANE IN THE WEST INDIES.

Official despatches state that 10,000 have been rendered homeless in Barbados and 1,000 in St. Vincent.

The Lord Mayor of London will open a relief fund.

P. & O. "CHINA" FLOATED.

The P. & O. S. S. *China* has been floated and is practically water-tight.

THE CAPE ELECTIONS.

The Cape Elections are finished, the result being a Bond Majority of one. The Government does not intend to resign.

TURKEY AND THE POWERS.

The Porte in a fresh Circular to the Powers objects to the terms of Admiral Noth's ultimatum, and proposes a mixed commission of enquiry.

THE DREYFUS CASE.

The French Ministers of War and Public Works have resigned, the Cabinet having authorized the convocation of a commission of jurists attached to the Ministry of Justice, to consider a revision of the Dreyfus case.

FUNERAL OF THE LATE EMPRESS OF AUSTRIA.

The remains of the late Empress of Austria were interred in the Capuchin Church, Vienna, on Saturday. The procession, containing many Royals, was imposing.

WEATHER REPORT.

The Observatory report to-day says:—On the 20th at 11.40 a.m.: The barometer has risen a little on the China coast. Pressure conditions normal in S. China, low probable over Japan, and also slightly in defect in the China Sea between Palawan and Anson. Gradients slight for NE winds on the China coast. FORECAST:—light to moderate NE winds; fair.

LOCAL AND GENERAL.

H.M.S. "Blenheim" went out for a cruise to-day.

A **BOATMAN** was fined \$15 to-day for boarding the *Esmeralda* while she was under way.

DR. J. A. LOWNSON charged a coolie employed at the Government Civil Hospital with refusing duty. He was fined \$2 in default ten days.

THE local team for the interport cricket match leaves for Shanghai by the *Doric* at daylight to-morrow. We wish the Hongkong cricketers will meet with success.

At the Supreme Court to-day, in Summary Jurisdiction, before His Honour Mr. A. G. Wise, Paines Judge, Loong Fuk sued Hing Ao Shi and Wong Yuk Shu to recover \$300 damages resulting out of a collision between plaintiff's cargo-boat and defendant's steam-launch *Kam Kat*, which took place in Victoria Harbour on 17th August. Mr. J. Hastings appeared for the plaintiff and Mr. E. J. Grist for the second defendant; first defendant was not served with the writ. Defendant admitted liability to the extent of \$300. His Honour gave judgment for plaintiff with costs, the damages to be referred to the Registrar, reserving the date from which the costs are to be calculated.

QUITS a comic duel is going on at short range between Mr. Hiram S. Maxim and Mr. Hudson Maxim. The latter has invented a system of throwing high explosives from ordnance at such a range that, if successful, no one could live against them. He has offered his invention to the American Government. Some of the English newspapers have alluded to the inventor as "Mr. Maxim" only, which has brought a disclaimer from Mr. Hiram S. Maxim, and a statement of opinion that there is an "foolish, absurd, and ridiculous" touch in the name. Mr. Hudson Maxim wants to know what about that serial machine which "Hiram" invented and which flew about as far as a locomotive would under the same circumstances.

SIMULTANEOUSLY with the victory at Omdurman, we get news of the death of Mr. A. F. Macdonald, a veteran war correspondent, who accompanied the expedition to Omdurman in the hope of rescuing General Gordon from Khartoum.

A CHINESE youth, 19 years old, was charged at the Magistrate to-day with disorderly conduct in the Cricket Ground yesterday evening. A fine of \$5, with the alternative of three months' hard, was imposed. It is said there have been many of these abominable cases and the Committee of the Cricket Ground would do well to close the grounds during the night.

TELEGRAMS to Indian papers show that the Carr's proposal for a reduction of armaments in Europe was entirely unexpected. The London Press generally extends the motives inspiring His Majesty, but dwells upon the practical difficulties of attaining the desired end. The *Times* believes that Germany was consulted before the Carr's Note was issued, and probably France. It is believed the Powers will accept the Carr's invitation for an international conference to consider the means for reducing armaments; but much partying to define the basis of discussion is probable. The French Press is almost unanimous in declaring that the restoration of Alsace and Lorraine must precede and disarmament by France. The German semi-official papers greet the proposal with guarded language, and other German journals discuss the question in a similar way. The Austrian papers are exactly on a par with the British both as to praise on the one hand and doubt on the other.

CORRESPONDENT tells the *Rangoon Times* that on Sunday, the 12th of June, she was in Jerusalem, listening to the Turkish military band, which plays from four to five in the afternoon. "You may guess my astonishment," says she, "when I heard them suddenly burst forth with Handel's ecstasies 'Rejoice, O Daughter of Zion, Behold, thy King Cometh to Thee!' I could scarcely trust my own ears." Upon inquiring how the good Muhammadans had been induced to perform this Christian song, she received a very simple explanation. The band had been ordered to practise several German marches, to be played at the welcome of the Kaiser into Jerusalem. The bandmaster took counsel with a German musical friend, who mischievously recommended Handel's "Tochter Zion," as well as the "Wacht am Rhein" and other secular compositions. The Turkish soldiers had not the slightest notion of the meaning of the words, which were fitted for a band of Crusaders than one composed of Saracens.

THE POST OFFICE SCANDAL.

At the Magistrate to-day, before Capt. Hastings, R.N. (Retired), Tang Tse, messenger of the General Post Office, was charged with "attempting to remove postage stamps from a parcel, while in the custody of the Postmaster General, at Victoria in his Colony on 20th inst."

Shelk Mossa, declared, said—I am clerk in the General Post Office. About 11 a.m. to-day I was in the P.O. Office. I saw defendant, who is postman No. 36, with this parcel (produced) in his hand. He was trying to pull off the stamps (the stamps were partly pulled off; they were one penny and one cent).

It was defendant's duty to obliterate the stamps. I colored the defendant and took him to Mr. Thomson. He told me to charge him. I handed him over to the Police.

Defendant—I did not try to remove the stamps.

Capt. Hastings sentenced him to six months' imprisonment with hard labour.

A BUFFALO SMOKER.

FESTIVITIES BY THE K.O.R.

Last evening the members of the King's Own Regiment, mostly Sergeants and other non-coms gave a most pleasant "Smoker" at the Sportsman's Arms, Queen's Road West.

The programme was most excellent and the occasion first rate, and Bro. Burrell made an efficient and eminently satisfactory accompanist. Bro. Smith, Oxberry, Bennett and Thorpe constituted the committee, and they worked most assiduously to ensure the pleasure of their guests. Drum Sergeant Fitzpatrick presided and the affair went off splendidly. There were over 100 present including civilian and naval friends and all went as happy as could be wished until the two bands of the clock came together and indicated midnight. The programme was capably selected and after "The Queen" had been loyally honoured the "sing song" was well "under way." Bro. Burrell played a pretty overture and then Bro. Henderson gave a fine rendering of the martial ballad "A Soldier and a Man." It was a treat to hear how the boys in khaki took up the chorus. Col. Sergt. O'Brien gave a first rate rendering of "Smile, Doyle," a pretty Irish song, and the chorus was apparently very popular. "Tis but a little faded flower was sung by Bro. O'Connell with great effect and artistic feeling. Col. Sergt. Li-fai, the "lion comique" of the King's Own, trotted out a funny little ditty called "What did she know about railways" and the hearty chorus and the thunders of applause he received simply prove his popularity. "The Anchor's weighed" was very nicely sung by Bro. Anderson. Bro. Cunliffe helped matters along with a first rate comic item, "On the Beaches in the Park" and Mr. Harry Aldridge made up as an old woman in a splendid style, gave a really excellent character sketch, his dance being execrably funny. That fine amateur tenor Bro. Oxberry sang "At the Fountain" in fine style and the hearty applause he received was well merited. In the interval Mr. Harper, the host, put up a choice and dainty little supper which was highly appreciated. The toast of "Success to Buffaloes" was proposed by Primo Lammie and most cordially received. Then Bro. Gallagher sang "The Cavalier" and "The Cavalier" was excellently sung by Bro. O'Connell. Bro. Daley got off one of those hotly burning comical songs of his and provoked a hearty laugh. Bro. O'Connell proposed "The visitors" which was responded to by a "Jollification" and a naval officer, the toast being drunk with all the honours. Mr. Hugh Gilmore next gave a "piddle English" song that caught on immensely. Bro. Lelliot sang his sweet little ballad about "Daily Daydreams" with good effect and Bro. Oxberry followed with a tasteful rendering of "Alone, when the night is very still." The chairman and pianist were cordially honoured and a very enjoyable evening was spent. Nearly every singer had the compliment of hearing his chorus after his item "Jolly good song and jolly well sung," &c., but wild horses will not tear from the name of the gallant soldier who was singing himself in the mirror all the time. Age mellow such a thing as this P. G.

PRESENTATION TO MR. T. A. HOWE.

In the Billiard room at the Central Police Station to-day a very pleasant little function took place when Chief Inspector MacKie, on behalf of the European officers and men of the Police Force, presented Mr. T. A. Howe, T.I.C., with some handsome pieces of plate on the eve of his departure for home. Capt. May, C.M.G., presided and there was a big muster of men all round the room. The gift consisted of a handsome silver punch bowl with dragon handles and bamboo ornamentation, a very pretty silver cigarette case, a silver cigarette case and a miniature clock, and a silver cigarette case.

In making the presentation Chief Inspector MacKie said he was asked by the European members of the Police force to present Mr. Howe with the silver bowl and silver jug as a token of their esteem for him and in remembrance of the time he had spent with the Hongkong police. Mr. Howe came out here nearly a year ago and took up the duties of Deputy Superintendent and the present of to-day showed the force's appreciation of him and of how he had carried out his duties in less than two months. Mr. Howe had made himself acquainted with the whole of the force. The drill season would see upon them and they would greatly miss his fine word of command and his just treatment of inspectors and men. (Applause.) The Chief Inspector paid a graceful tribute to Mr. Howe's "Drill Book" for the Hongkong Police and said it was greatly appreciated by the men. All ranks found him courteous and kind and an officer and gentleman with whom they parried most regrettably. The force wished him a pleasant voyage home, long life and speedy promotion. (Cheers.)

Mr. Howe in reply said this was one of the proudest moments of his life. He returned thanks in feeling terms for the testimonial. He had only been here a short time but in that time he had learnt to esteem and respect the European members of the force and he hoped they would continue to go on as they had done since he first met them. The force here would be a favourable comparison with any others. After a complimentary reference to Capt. May, Mr. Howe said he wished all the force good luck, success and prosperity in the honourable career they had chosen. It was, he said, one of the most honourable careers a man could take up. Mr. Howe intimated that directly he got home he would have the bowl filled to the brim and the Hongkong Police would be first in his thoughts. (Cheers.)

Capt. Supt. May said that all the force had benefited by Mr. Howe's sejour here and he had also to me a link between this distant colony and the old country. He paid Mr. Howe a warm compliment and heartily applauded.

Mr. Howe was heartily cheered by the men who also gave three ringing cheers for the R.I.C. Afterwards, Mr. Howe walked around the men shaking each by the hand and bidding them a cordial "good bye."

THE WRECK OF THE "COMET."

The American barque *Comet*, 673 tons, with a crew of 16 hands all told, including Captain Bonhurst, Mate Holm and also the captain's wife and four Chinese supercargoes, sailed on August 27th, with about 600 tons of sugar, &c. from Amoy bound for Newchwang. At the beginning of the voyage light and variable winds were experienced. When a fine steady breeze sprang up from S.W. Weather cleared and the ship proceeded on her course under all sail, passing several vessels. The weather was getting hazy and overcast, breeze steady from S.W.; bar, steady at 29.42. The breeze freshened and wind shifted to W.S.W. with falling bar. Took in all light sails. 6 p.m. took in topgallant sails and furled mainsail. At 8 p.m. handed over topgallant and foremast. At 8 p.m. a heavy N.E. swell set in. But relieving tactics on wheel and set up. The line across the deck, with the men at the wheel, 10 p.m. Bar, 29.30. Blowing very fierce from W.S.W. with mountainous sea and N.E. swell and thick rain. Made fast main-topgallant sail, and after it up topgallant. At 10 wind veered to W.S.W. and West. Bar, going steadily down, and then at 11.30 with heavy rain falling, at midnight bar 28.40 and still falling. Wind increasing in velocity. Braced yards up to starboard. (port lock).

(Monday August 29th) 12.30 foretopmast away and lower foretopmast down clean out of the bolt ropes. Ship heeled to on port tack (shift of wind). Wind suddenly going back S.W., S.S.W. and south. The heavy N.E. swell made the ship labour and large quantities of water washed continually over the deck.

At 2 the glass was down to 28.06 the rain and foam blowing over the ship cutting the crew's faces like glass.

At 3 a.m. the glass went down to 27.90. On the wheel the crew had previously put relieving tactics, and the vessel was lying to standing close to it. The chief officer (Mr. Holm) was a crash alongside and looked and found the sparker boom broken in two, and the mizen topmast gone. He made his way forward on all fours, holding on to the iron stanchions round the poop. When he arrived at the end of the railing he saw the fore and mizen topmasts with all spars and yards had gone over the side. The crew were now paralyzed with fear, and would do nothing. At 4.30 the glass had started to rise to 28.00. What a sight daylight showed us! The mate says, "The vessel was on port tack (shift of wind). We got the crew out and commenced cutting away the wire stays and lee landards to get the spars away from the side. Forward a mass of wreckage from the jibboom was dragging to windward. At noon the wind having gone down considerably, we got main and fore yards, which were not broken, secured to lower rigging as braces and lifts were all carried away. Sound the pumps, and the sugar moist and melting. Set main pumps going with all heads and rigged on windmill pump as well, reducing water considerably towards night. At 8 a.m. let the watch turn in to get some much needed rest but kept windmill and occasionally the main pump going all night. The wind had now veered to S.E. The glass was now steadily rising. At daylight on Tuesday morning, Aug. 30th, took men from the pumps, set them to work getting things ready to square the foreyard. At noon it was ready, and we got the wind square and set the mainmast, which the falling topmast had cut in two down and afterwards bent a new foremast, as well as a new mizen staysail. At 7 decided to fetch the China coast and if possible reach Amoy. Weather rainy and thick, vessel making an average of 4 knots an hour. In the night we kept one main pump and windmill going all the time. The heat and smell from the hold was now fearful and nearly suffocated us after a few minutes stay in the cabin. At 4 a.m. on Wednesday morning, August 31st, the vessel struck bottom. We were unable to scud anywhere but could hear the roar of the breakers on both sides of us. The vessel was striking heavier and heavier all the time, and the rudder now was carried away; sounded and found 12 feet of water. At 5 a.m. the vessel heeled over to starboard, the seas breaking continually over, sweeping everything off the deck, as well as boats and forward house,

men shoving them to blast. The crew took to the rigging, first forward, then mizen, and at last the main rigging. At 5.30 the after house broke up, the top making a very good raft. The crew secured it, and as far as we could see, got on it, except the ship's cook who fell off the main yard and was drowned. We warned the crew repeatedly not to let their feet leave the ship, as the tide was setting out from the land, but nothing would avail with them. In the meantime the Captain had secured his wife and himself to the weather iron rail above the mizen rigging. Here I and three cabin boys also secured ourselves. We saw the men on the raft for a while and then lost sight of them. We were now submerged in the water to the waist, every sea breaking with a terrible force over us.

"As it was flood tide, we thought we should be drowned. At about 10 a.m. I think it must have been high water. We were now submerged, but the breakers were not so heavy, although the waves still swept over us continually.

"At this time we were in a straits of the waterway, and made all signs visible to attract attention, but of no avail, as she kept on her course.

"About noon, wind going down, and water falling, middle part of vessel getting light seas and after part quite dry, and we unlashed ourselves and got up on the middle part of the side, and were thankful so far for our preservation. The cargo was now washing out of the hold, and drifting seaward. Weather had now cleared. We could see signals of white flag (shore moving), and got a glimpse of the bulwarks, and put it up with an empty sugar basket that we picked up, as a ball on top of it.

There were no signs of boats anywhere. In the afternoon we picked up some bamboo, and with planks from the bulwarks we constructed a raft ready to launch at low tide. At about 5 p.m. in the afternoon we saw some people coming out never and nearer to the ship, having sampans with them.

5.30 p.m. were taken ashore to the bank and then to walk about until we were then taken to charge by the Japanese authorities, who gave us a wash, dry clothes, and provided us with a good supper.

A further narrative of the wreck is unavoidably held over and will appear to-morrow.

THE WORLD'S YOUNGEST PARLIAMENT.

INAUGURATION OF THE PHILIPPINE NATIONAL ASSEMBLY.

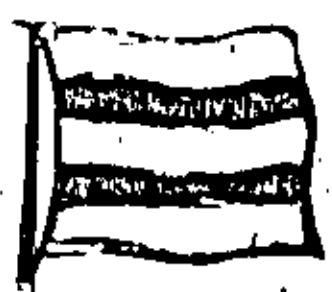
(From Our Resident Correspondent)

On Thursday, 15th September, 1938, the world was enriched by the addition of a representative assembly, marking the arrival of the newest new nation at the starting-point of a constitutional career. It was an important, serious occasion, but hardly anybody would have thought so. Manila itself took little or no notice of the event, that is to say the people who are most prominent in Manila, the American authorities and American army of occupation seemed to know little and care less about the momentous function in Malolos, while the Spaniards and foreigners seemed to regard it with simple contempt. The Philippines, on the other hand had a vague general notion that there was some sort of "festa" in honour of some vaguely glorious sentiment called "liberty," but not more than the merest glacial of enlightened natives seem really to grasp the situation and set up to it.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DISTINCTIONS.	SAILING DATES.
KANAGAWA MARU.....	Kobe and Yokohama.....	TO-MORROW, 21st Sept., at 4 P.M.
YAMASHIRO MARU.....	NAGASAKI, Kobe & Yokohama.....	MONDAY, 26th Sept., at 4 P.M.
WARASA MARU.....	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	TUESDAY, 27th Sept., at Noon.
SENDAI MARU.....	VLADIVOSCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENEVA.....	FRIDAY, 30th Sept., at Noon.
MATSUMOTO MARU.....	Kobe and Yokohama.....	FRIDAY, 30th Sept., at 4 P.M.
TOKIO MARU.....	THURSDAY ISLAND, TOWNSVILLE, FRISBANE, SYDNEY and MELBOURNE.....	FRIDAY, 30th Sept., at 4 P.M.
MUKU MARU.....	SINGAPORE, COLOMBO and BOMBAY.....	TUESDAY, 4th October, at Noon.
RIJUN MARU.....	SEATTLE (WASH.) VIA Kobe and YOKOHAMA.....	THURSDAY, 6th October, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 19th September, 1898.

Dr. KNORR'S ANTIPYRINE

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 percent solution possesses astringent, bactericidal action to silver nitrate, but is distinguished by complete absence of irritative properties.

It is requested that the directions on the boxes for making solutions shall be faithfully followed.

CHINA EXPORT, IMPORT & BANK CO., SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days, only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, ulcer, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, secures, pimpler, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

£100,000,000 UNCLAIMED!

DOUGAL'S REGISTERED LIST containing names of 20,000 Families advertised for to claim property and money since 1700. Price 1s. 6d., post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery, DOUGAL & CO., 62, Strand, London, Eng. Est. 1844. A fortune may await you. Will be searched for.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

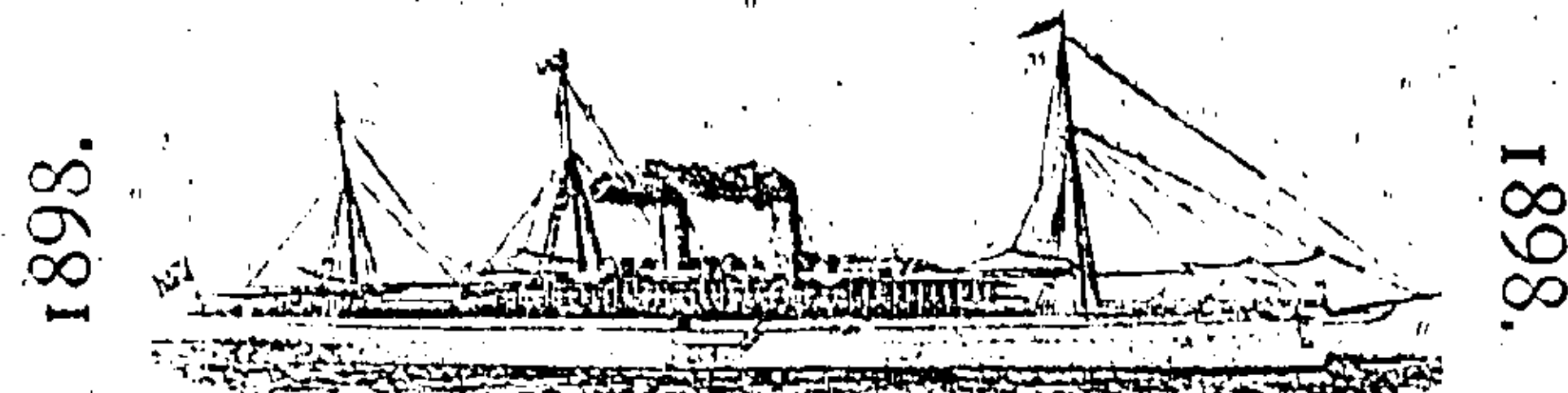
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, Kobe, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 26th Oct., 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 23rd Nov., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Praya Central, Hongkong, 1st August, 1898.

Shipping.

STEAMERS.

FOR YOKOHAMA AND Kobe VIA ANPING.

THE Steamship

"FUKU MARU," will be despatched for the above ports on THURSDAY, the 22nd instant, at 3 P.M.

For Freight, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 19th September, 1898. [1121]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA," Captain Taylor, will be despatched for the above Port on THURSDAY, the 22nd instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 17th September, 1898. [1113]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, Kobe AND NAGASAKI.

Passing through the INLAND SEA.

THE Company's Steamship

"HOHENZOLLERN," Captain E. Waltersdorff, will leave for the above Ports on or about FRIDAY, the 23rd instant.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 19th September, 1898. [1104]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"DARMSTADT," Captain H. Hoeneemann, due here with the outward German Mail about the 22nd instant, will leave for the above place about 24 hours after arrival.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 19th September, 1898. [1104]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"KNIGHT TEMPLOR," Captain W. W. Palm, R.N.R. will be despatched for the above Ports on SATURDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to DAVID PASSOON, SONS & Co., Agents.

Hongkong, 19th September, 1898. [1123]

FOR YOKOHAMA.

THE Steamship

"KONOURA MARU" will be despatched for the above port on SUNDAY, the 25th instant, at Daylight.

For Freight, apply to CHAN A TONG, 94, Praya Central.

Hongkong, 19th September, 1898. [1122]

SAILING VESSELS.

FOR NEW YORK.

THE "A. I. Norwegian Bank" 9/6.

"PRINCE ARTHUR," Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 12th July, 1898. [858]

FOR NEW YORK.

THE "3-3-1 American Bank"

"ADOLPH OBRIQ," Captain Amstutz, is ready to take cargo for above port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 6th September, 1898. [1067]

Shipping.

NORTH GERMAN LLOYD.

(Freight Service.)

HAMBURG AMERICA LINE.

(East Atlantic Service.)



(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DISTINCTIONS.	SAILING DATES.	Freight and Passage.
"SILESIA".....	HAVRE, ANTWERP & HAMBURG.....	24th Sept. at Noon.	Freight.
"ALEXIA".....	LONDON, HAMBURG & ANTWERP.....	About 10th October.	Freight.
"WITTENBERG".....	HAVRE AND HAMBURG.....	About 15th October.	Freight.
"NURNBERG".....	HAVRE AND HAMBURG.....	About 22nd October.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 20th September, 1898.

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, Kobe, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,167 | J. Trubridge ... | Sept. 27.

Olympia | 2,608 | T. H. Dobson ... | Oct. 22.

Columbia | 2,605 | A. Gow ... | Nov. 1.

Victoria | 3,167 | J. Trubridge ... | Dec. 6.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

A Steamer..... | | Oct. 1.

Monmouthshire | 1,871 | Evans ... | Nov. 5.

Mogul | 3,654 | C. H. Butler | Nov. 26.

A Steamer..... | | Dec. 24.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Rapid travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 20th September, 1898. [1104]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Darmstadt | | Wednesday | 12th Oct.

Sachsen | | Wednesday | 19th Nov.

Bayern | | Wednesday | 7th Dec.

Prinz Heinrich | | Wednesday | 4th Jan.

Pranitz | | Wednesday | 1st Feb.

Sachsen | | Wednesday | 1st March.

ON WEDNESDAY, the 12th day of Oct., 1898, at 9 A.M., the Company's Steamship "DARMSTADT," Captain A. Koenemann, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 10th October. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 11th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 19th September, 1898. [1104]

MEE CHEUNG, PHOTOGRAPHER,

707, 708 OF THE HOUSE, 13, N. H. ROAD.

IS now in a position, in his New and Com-

modious Premises, to collect, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September 1898. [1104]

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BALAARAT," Captain C. L. W. Field, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 1st October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; or other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 17th September, 1898. [1104]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... day, th at Noon.

THE U. S. Mail Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, Kobe, INLAND SEA, YOKOHAMA AND HONOLULU, on DAY, the th at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to advantage in full value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th September, 1898.

Printed and Published by ETHELBERG FORBES SKERTCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.